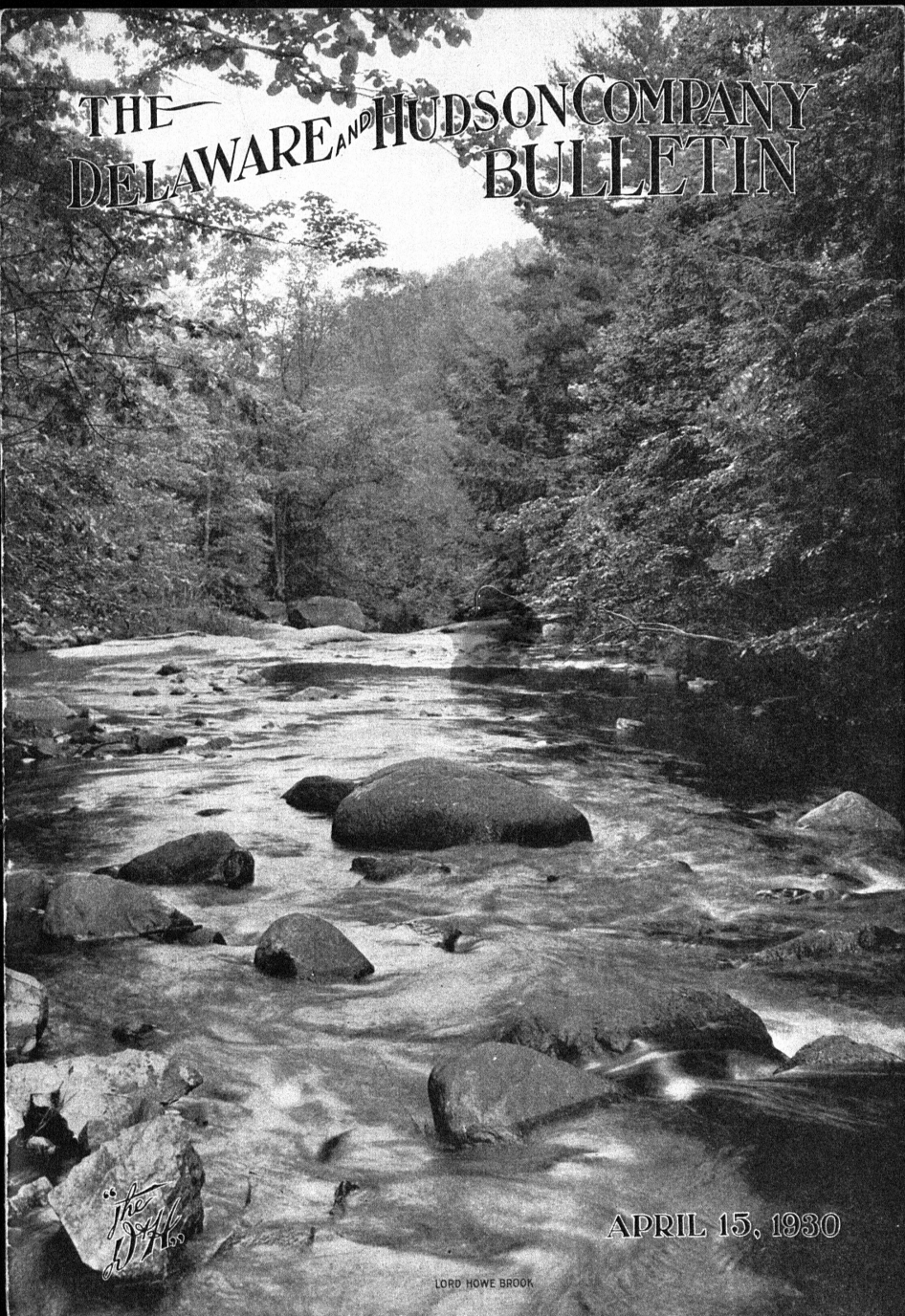


THE DELAWARE AND HUDSON COMPANY BULLETIN



*The
D&H*

APRIL 15, 1930

LORD HOWE BROOK

What Do We Plant?



*What do we plant when we plant the tree?
We plant the ship which will cross the sea.
We plant the mast to carry the sails;
We plant the planks to withstand the gales—
The keel, the keelson, the beam, the knee;
We plant the ship when we plant the tree.*

*What do we plant when we plant the tree?
We plant the house for you and me.
We plant the rafters, the shingles, the floors,
We plant the studding, the lath, the doors,
The beams and sidings, all parts that be;
We plant the house when we plant the tree.*

*What do we plant when we plant the tree?
A thousand things that we daily see.
We plant the spire that out-towers the crag,
We plant the staff for our country's flag,
We plant the shade, from the hot sun free;
We plant all these when we plant the tree.*

—HENRY ABBEY.

*The
D.H.*

The
DELAWARE AND HUDSON COMPANY
BULLETIN

*The
D.H.*

Vol. 10

Albany, N. Y., April 15, 1930

No. 8

Cricket Match Changed Career

Druggist's Apprentice Fled His Employer and Later Became Car Department Foreman

ONE Saturday evening, in 1874, a young man set out under cover of darkness from Tabistock, in Devonshire, for Durham, in the northern part of England. In so doing he became an outlaw! Never in his sixteen years had a day been so filled with excitement. To begin with, he had hoped to get permission to be away from his work as druggist's apprentice during the afternoon to attend a cricket match. This permission having been refused, he went anyway.

Nowadays a similar offense would probably be punishable by dismissal; then the employee had the choice of one of three unpleasant alternatives: he could take a sound thrashing and resume his duties; he could refuse to work at the risk of a jail sentence if his employer wished to prosecute; or he could run away.

To WILLIAM WILLIAMS, the apprentice, the latter seemed preferable. A thrashing meant little to him; they were frequently administered to English youths. He was decidedly not in favor of returning to his job, however, for he had been forced into it against his will.

Having made up his mind, he bade his mother farewell, and without a word to his father, lest

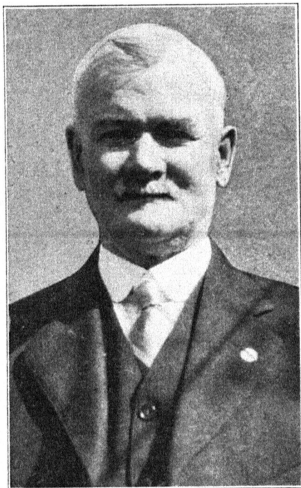
he thwart his plans, set out for Durham where his uncle lived. There he found temporary employment in the soft coal mines. His stay at Durham was cut short, however, through his growing fear that the police would return him to

Tabistock for trial and possibly send him to jail. By keeping "on the move", therefore, he visited all of the counties in England and eight of the twelve in Wales during his two and one-half years as a "fugitive from justice".

After two years WILLIAM's sister wrote him that he could return home without fear. He had kept in constant touch with home by corresponding with her at the factory where she worked. Still wary of the arm of the law, however, he was afraid to return at once. When almost home he passed the house of a former schoolmate who was seated on the porch with his sister. Despite WILLIAM's precaution of pulling his cap down

over his eyes, the friend recognized him, and warned him not to go home because the authorities were still searching for him.

This friend's mother urged WILLIAM to remain with them over night. On the following morning, instead of going home as the kindly lady advised,



WILLIAM WILLIAMS

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he set off on another six-months tour of England. At the end of that time he ventured back to find that his offense had been forgotten and that he was safe. This was probably due to the fact that he had made a good record while in school and his former employer felt disinclined to prosecute him.

"At that time," MR. WILLIAMS says, "English children were sent to school when they were very young because of the fact that both parents of many families worked in the mills or mines. The school offered the only place where proper care would be given them during the day. Children were therefore able to skip standards (grades), that is, complete the assigned work of two standards in one year. In this way I skipped the third, fifth, and seventh standards. When I was twelve I won a scholarship for free schooling and books in a higher school. This was very gratifying to my parents for there were two other boys and four girls in the family.

"On Saturday the school children played soccer, rugby (similar to football), and cricket. At other times the children in the various standards liked to nearly towns or to the tops of the hills on either side of the village."

WILLIAM liked cricket particularly and he was finally able to "make the school team". He was greatly disappointed, therefore, when the schoolmaster persuaded the elder Mr. Williams to make his son fill a vacancy as apprentice in a local drug warehouse. Druggist apprentices had to work from 8 in the morning until 8 at night every day but Friday. Friday was "Market Day" and they had to work until all the work was done, sometimes as late as 10 or 11 o'clock.

It had been WILLIAM's ambition to be a carpenter, painter, or a fitter (machinist). His discontentment grew as time went on, when his former schoolmates passed by on their way home at 5 P. M. This, together with the fact that he could no longer play cricket or enjoy any other form of leisure, forced him to make the decision to attend the "forbidden game" with the result that he left home.

Some of his happiest boyhood days were spent in company with his uncle William, a contractor. While this relative was familiar with contracting work, he knew little about figures. WILLIAM was therefore hired as estimator to compute the number of cubic yards of ground to be excavated for buildings, costs of materials, and other calculations. The boy was handsomely rewarded for this work which was done evenings.

Upon returning to Tabstock, WILLIAM went to work in the copper mine where his father was

employed. There were 15,000 men and women working on the mining company's property, which covered a radius of 6 miles. The women washed and picked the copper after it had been mined.

At Tabstock the lodes of copper were deposited at an angle of from 45 to 60 degrees. The shaft went down for a distance of about 80 feet. Levels or horizontal tunnels were then blasted from the main shaft along the vein of ore, extending back a distance of 100 or 120 feet where a "winze" (a vertical auxiliary shaft) connected it with the level below. When blasted loose the ore dropped through the "winze" to the level below from which it was loaded into cars through chutes, to be hauled to the shaft and hoisted to the surface. When water was encountered in the mine the "winzes" were cut from one level to the one above to avoid flooding.

After working in the mine for some time WILLIAM was offered a contract to bowl (pitch) for the Tabstock Cricket Club. He accepted and from then on he played professional cricket in the summer season and worked for his uncle or in the mines throughout the balance of the year.

At the same time he served under Queen Victoria for seven years in the Twenty-second Devon Rifle Volunteers. He was only called for active duty once, however, that during the Boer War Years afterward, in 1914, when England was preparing to enter the World War, MR. WILLIAMS' aged father asked other members of the family why WILLIAM had not returned to join the English army. He held up a picture of his son taken while he was a member of the Volunteers. A sister pointed out that WILLIAM was no longer the boy he saw in the picture; many years had passed since he sailed for America.

In 1882 MR. WILLIAMS was married and shortly afterward came to this country with the intention of joining some friends employed by a silver mining company in Colorado. He never went any farther west than Carbondale, however, where he found employment in the Hudson Coal Company's mines under Foreman John Waterfield, who was also a native of Tabstock.

While working in Carbondale he and J. E. BLOCKSIDE, now Painter Foreman in the Car Department at that point, were invited to come to Sidney to play cricket on a team representing Oneonta against the Sidney Silk Mills. At that time he met Master Mechanic Skinner of the Susquehanna Division and learned that he, too, was a native of Tabstock.

(Turn to page 126)

When Is Arbor Day?

To Encourage Replacement of Our Diminishing Forests, New York State Designates Three Different Days For Planting Trees; Pennsylvania and Vermont, One

THE story of America since the date of its first white settlement, has been one of obstacles met and overcome. The words of Alexander the Great might well be paraphrased by Americans to the extent of saying, "We came, we saw, we conquered." As a result of this policy of conquest, however, many of the natural resources of the country have been ruthlessly and unnecessarily sacrificed. In this particular, there is perhaps no more startling example than that of the destruction of our forests. Acre after acre of timber land was cut down to make way for farms and cities. Trees were then an obstacle to development and had to be cut

ent supply will be exhausted within twenty years!

One of the first government officials to recognize the seriousness of the situation was J. Sterling Morton who served as Secretary of Agriculture during President Cleveland's administration. In 1872 Mr. Morton, then a member of the State Board of Agriculture, instituted the celebration of Arbor Day in Nebraska. In a few years the idea passed to other states. Gradually, for ideas of this sort generally take hold slowly, the plan spread throughout the country. At the present time Arbor Day is observed in every state in the Union. In all but one, South Dakota, the date is either the same each year, is designated

Did You Know:

That \$66,000,000 worth of lumber is annually imported by New York State?

That five-sixths of America's supply of lumber has already been cut down?

That the remaining one-sixth will vanish in the next twenty years at the present rate of consumption?

That there are approximately 4,000,000 acres of land in New York State alone which are lying waste, not producing any income, and could only be used for the growth of lumber-bearing trees?

That all of this land can be made to produce valuable lumber?

That the State is offering to purchase such land for reforestation purposes?

That seedlings are available at a nominal cost for planting on private ground?

That there are 81,000,000 acres of idle land in the United States?

down if the settlers were to live. Today the exact reverse is true; if development is to continue in the United States at its past and present rate, trees must again be grown. Europe long faced the same problem, with the result that now, in many countries, he who would cut down a tree must first plant one or more seedlings to replace it.

During the past two or three decades Americans have come to realize more fully the importance of reforestation work. While President, Mr. Coolidge pointed out the fact that five-sixths of our original lumber had already been cut down. Economists and forest experts add to this the startling fact that if consumption continues at the present rate, without reforestation, the pres-

ent supply will be exhausted within twenty years!

by the governor, or it is fixed by the State Board of Education.

Pennsylvania, New York, and Vermont, the three states served by The Delaware and Hudson lines, all observe Arbor Day. In Pennsylvania and Vermont the date is fixed by a proclamation of the Governor. The practice in New York is somewhat altered due to the varying climatic conditions in the different parts of the state. On this account there are three separate Arbor Days, one for each of three different sections. The dates customarily set are: Long Island, the last Friday in April; "up-State" counties, embracing all but Long Island and the extreme northern portion, the first Friday in May; and the northern counties, the second Friday in May. This

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year Long Island will observe Arbor Day on April 25th; the "up-State" counties on May 2, and the northern counties on May 9th. The dates for Arbor Day in Pennsylvania and Vermont had not been designated, for the year 1930, at this writing.

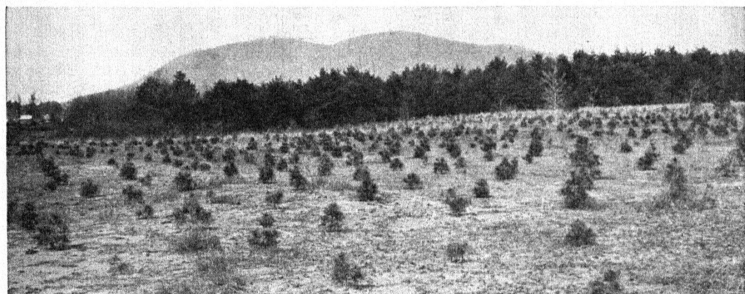
When Arbor Day was first observed, the planting of trees was confined, generally, to one for each school. In some instances each class set one seedling in the ground. This plan was very helpful in bringing the problem of reforestation to the attention of the younger generation. The reason for this plan is obvious; if timber cutting without reforestation is permitted to continue it will not be the present, but the coming generation which will suffer.

Interest in Arbor Day activities grew slowly in New York State. While the movement to in-

There are several phases of reforestation which directly affect every citizen of the state. The chief concern is, of course, to provide a future supply of lumber. If other states and nations are depended upon to furnish such a supply, as our need increases the price we have to pay will rise correspondingly.

A further advantage of tree planting is the regulatory effect such vegetation has on the drainage of rain water. Some authorities go so far as to say that the removal of forests is a direct cause of floods. Be that as it may, the fact remains that the forest floor holds water much after the manner of a sponge and therefore stores water in the ground which otherwise would flow into streams and be carried away.

From the standpoint of appearance, forested land has much greater scenic value than the bar-



(Illustration Courtesy N. Y. State Conservation Dept.)
Two-year-old Plantation Near Glens Falls

terest the pupils of schools in tree planting was started about 1889, the activity of the various schools was limited. In rural districts the custom of planting trees in the morning and having an out-of-doors picnic in the afternoon sprang up. This added feature stimulated the interest of the pupils in Arbor Day tremendously.

As the problem in the State became more acute the government increased its activity. Four or five years ago Commissioner Graves of the Educational Department urged that all schools which had plots of ground start plantations. Some plantings were made for the express purpose of providing windbreaks for the school grounds and buildings. As time went on the scope of Arbor Day activities spread to a year-around policy of reforestation work, not only in schools but in communities, counties, and the state itself.

ren wastes which are left in the wake of the lumberman. This is of great importance in a region such as the Adirondacks, where thousands of tourists, campers, and hunters come annually to enjoy our outdoor life. With the removal of forest game and wild life soon disappear. If trees are planted to replace those removed by lumbermen, then the wild life of the State may be preserved.

Through the Conservation Department, New York State has undertaken an aggressive policy of reforestation. Legislation passed during 1929 provided for two great steps in this direction. The State offers to purchase, in quantities of not less than 500 contiguous acres, any land which is available for the planting of trees. It also is authorized to cooperate with any county which wants to secure land for reforestation purposes

(Turn to page 125)

Whom We Like, And Why

Have You a Pleasing Personality as Measured by These Standards?

By Dean W. W. Charters, University of Pittsburgh

ONE of the chief functions of a great university is to develop personality and character. Men and women entrust their sons and daughters to its guidance not alone to be filled with information but at the same time to be developed in honesty, forcefulness, courtesy, intelligence, and industry. If the proper personality is developed, knowledge will care for itself. Success is a result of two parts personality plus one part brains in most cases.

This discussion will be on that sort of personality which every human being would like to possess—a pleasing personality. Any man or woman who asserts that he does not like to be liked by other people is either a liar or a freak. The highest ambition of every man is to maintain the respect of those whose opinion he values. We all desire a personality that is pleasing to some other people.

But in developing a pleasing personality, we have to know first of those qualities which are pleasing to other people. And here we run into a difficulty. What is pleasing to one acquaintance may not be pleasing to another. In fact, I have taken the trouble on many occasions to ask my friends to define what kind of personality is pleasing to them. They always differ in some respects: One lays stress upon good looks, another upon a sense of humor, a third upon keenness of mind. On the other hand, there are a number of traits upon which they agree.

From many sources I have gathered a few fundamental common qualities which seem to me to be necessary in a pleasant personality. They comprise my list; yours may be different.

Just for fun I am going to state these five qualities as questions which you may ask yourselves about yourselves. If you are just about

as good as the average of your friends you may, in college style, grade yourself C. If you think you are above the average give yourself the grade of A or B, and if below average, mark yourself D or E. Then, when you are through, you may ask one of your friends to judge you on these qualities and compare your own opinion with his to see how closely you agree.

Now we are all set for the self-analysis. The first question I shall ask is this:

Briefly—

How well do you like people?

How much do you enjoy talking to other people about what interests them, rather than about what interests you?

How much sense of humor and fun do you have?

How much do you do for your friends?

Are you a forceful, vigorous person, or are you a dead one?

How well do you like people?

If you are a critic and pick holes in your acquaintances you cannot have a personality pleasing to other people because no one is clever enough to cover up his criticalness. Other people know instinctively if you are a critic and are afraid of you. They do not like to be criticized.

But if, on the other hand, you see more good than you see faults in other people: if you are inclined to excuse the faults and to think well of every one, you will, to that extent, be pleasing to them, because it is natural to like people who like us.

What is your score on liking people? If you wish to like people there is one simple method to use. Make a list of the good points of some of your acquaintances, and think about these points. Do not let the criticisms creep into your mind. Try it on one of your pet aversions for two weeks and see how your liking develops.

How much do you enjoy talking to other people about what interests them, rather than about what interests you?

If you always talk your "line", you may be sure that people will grow tired of hearing about it, because what interests everybody most is their own "line". We like people who listen well and ask intelligent questions. We like them to be good talkers, but not monopolizers.

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What is your score on giving other people a chance to talk?

How much sense of humor and fun do you have?

If you do not have a sense of humor it is hard for you to develop it; but you can develop an enjoyment of fun. Only a few of us are witty and humorous. We have to be born with it and we cannot much increase the amount. The majority of our friends do not possess a keen sense of humor; and indeed all that they want us to have is an enjoyment of fun. Our jokes, our puns, and our wit may be very crude and musty, but that does not matter if we enjoy ourselves with our friends and do our best to be cordially humorous. That much we all can do.

I suppose everyone will grade himself A on sense of humor and fun. Only the most mournful of my friends will acknowledge that they have no sense of humor and, at that, they half suspect they are mistaken.

What is your grade?

How much do you do for your friends?

Do you perform little acts of thoughtfulness? Do you see that they have matches for their cigarettes, that the chair is comfortable, that they get the evening paper? Are you consciously thinking of doing little courteous things for them that take no time but nevertheless show that you are thinking about them? Particularly, do you laugh at the right time when they need the laugh to make them happy, and is the laugh a joyful chuckle or a strained "Ha! Ha! "? I know that the man who is thoughtful of me in little ways is inherently unselfish, and I like that kind of person. So do you!

In developing a pleasing personality, it is of more importance to try to do little things for people than great monumental things. It is sometimes better to remember to ask a friend about his family than to give him a thousand dollars.

Where do you grade yourself on courteous thoughtfulness about the little comforts of your friends?

Are you a forceful, vigorous person or are you a dead one?

We like people who do things, who have convincingness, who hold their own in an argument, without temper, whom we can depend upon to do things for us. We do not like ineffective people, without convictions, who speak slowly, dully, and monotonously; who will not argue, or if they do, get mad; who can be depended upon for nothing. How strong are your convictions? Do

people listen when you talk? Do your friends ask your advice because they respect it?

What is your grade?

In closing may I repeat that a pleasing personality can be developed, in part, by attention to the following rules:

1. Like people, don't be a critic.
2. Let your friends do their fair share of the talking.
3. Enjoy fun even if you can't be a wit.
4. Be courteously thoughtful of the little comforts of your friends.
5. Develop convictions and get action.

—General Electric News.

You Are Invited

THE members of the Susquehanna Division Veterans Association extend to all a cordial invitation to attend their Annual Ball which will be held in St. Mary's Hall, Oneonta, N. Y., Friday evening, April 25th.

The committee on arrangements, which includes "PHIL" REYNOLDS, (chairman), E. B. SHUFELT, and GEORGE W. SAWYER, announces that every effort is being made to insure that the affair will be a most enjoyable one.

In addition to music by McNeilly's orchestra there will be a special program of entertainment. Miss Ruth Hill, daughter of PAYMASTER W. J. HILL, will present a special number.

Refreshments will be served by the following members of the Ladies' Auxiliary: Mrs. J. T. Connors, (chairman), Mrs. V. L. Bartow, Mrs. John Bell, Mrs. James Clark, Mrs. J. J. Conroy, Mrs. Peter Keegan, Mrs. D. H. Kelley, Mrs. E. W. Lalor, Mrs. J. W. Nolan, Mrs. P. A. Reynolds, Mrs. G. W. Sawyer, and Mrs. E. B. Shufelt.

From the interest evidenced to date the affair promises to be very successful. The committee wishes to have everyone understand that attendance at the Ball will not be confined to Veterans alone, but that all their friends are invited to be present and join in the good time.

"Will the gentlemen please move forward a little?" called the polite conductor of the car, as a dozen more passengers tried to scramble in.

"I won't," growled one hard-faced man, who clung to a strap near the door.

"Oh, I didn't ask you," said the conductor.

Electrical Rail Reclamation

New Application of Arc Welding Process is Expected to Add Many Years of Usefulness to Worn Rail, and to Help Reduce Maintenance Work

MANY railroaders are familiar with the growing importance of the part which electric welding is playing in present-day transportation. In our shops, especially, the use of the arc-welding process in building up worn surfaces and repairing broken parts is becoming more common daily. Its use in the fabrication of steel cross ties in the plant at Colonie was described in detail in *The Bulletin* of August 1, 1928. The particular use of the arc to which we refer here is, however, quite unusual in this part of the country.

Rails in heavy main-line service have a comparatively short life, largely because of the hammer-blows delivered by each pair of wheels passing over the joints. Each "click" is, in reality, a terrific blow which in time flattens down the ends of the rails until they must be removed from service.

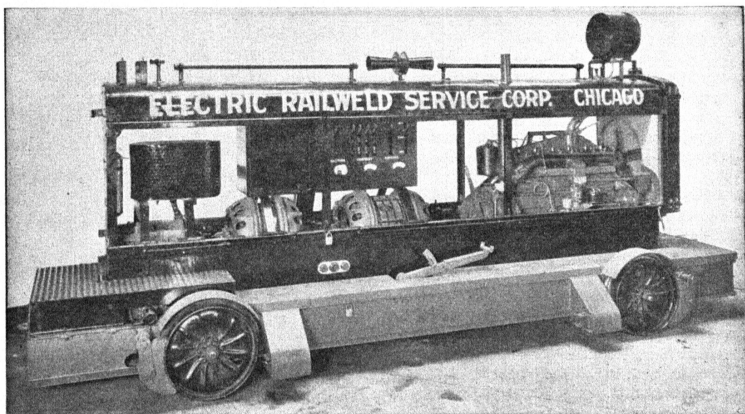
Instead of scrapping the 90-pound rail which was removed from the main line on the Susquehanna Division last year, some of it was re-laid on branches where the lighter traffic offered an

opportunity to get further service from the rails before they were scrapped or made into cross-ties. Despite the best efforts of section-men and the reduced speed of branch line trains the worn rails made rather rough track.

To overcome the difficulty seemed to require the performance of a magician, so "Aladdin and his wonderful lamp" were summoned. Instead of the old kerosene lamp with its high maintenance cost due to excessive rubbing (Aladdin had to rub the lamp every time he wanted anything done in the days of the Arabian Nights, as you may remember) "the magicians" brought along the latest model of arc-light, alternating current, self contained, and all that sort of thing.

The Electric Railweld Service Company supplied the men and equipment and the Ausable Forks branch, from South Junction to Ausable Forks, was selected for the trial of the new "Teleweld Process".

Starting last June and working two crews on each of two shifts, day and night, the building-up of the worn rail ends and grinding them smooth



Mobile Motor-Generator Set Which Supplies the Energy

The Delaware and Hudson Company Bulletin

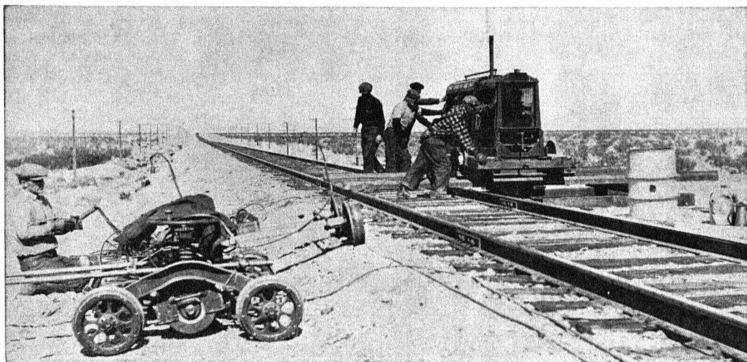
on the 23.5 miles of the branch was completed early in the fall. Operations will be resumed on the Rutland and Washington Branch as soon as there is a reasonable assurance of continued good weather.

A trip over the line is all that is necessary to prove the effectiveness of the work as even a light track motor car runs very smoothly. In a coach the sensation is the same as riding over new rails.

The outfit supplying the electricity consists of a self-propelled car carrying a four or six-cylinder gasoline engine which drives two generators. One of these furnishes alternating current (250-275 volts) for the welding arc. The other sup-

plying current for the welding arc is immediately apparent. A very heavy current is required, about 300 amperes or 60 times that used in an electric iron or heater. To attempt to carry such a current a distance of one-half mile would mean a large loss of energy in the transmission line. Therefore a transformer is located on a small car which is moved close to the joint to be welded. This transforms the electricity to give the required amount of heat at the arc.

The welder pulls his helmet over his head to protect him from the injurious rays of the arc light and touches the welding rod to the rail. As he draws it away a fraction of an inch the familiar bluish flame shoots out and the electrode



"Teleweld" Crew In Action

Generator car at right, is being set off on crib-work. At left, in foreground, is the grinder car, while the transformer car is just beyond it, and parallel to the track. Two electric light bulbs, for use in connection with night operation, may be seen mounted on the transformer car. Leads to connect the generator and transformer cars are lying on the ground near the rail.

plies direct current of the same voltage for the motor which drives the grinding wheels for smoothing the joints after the welding operation is completed.

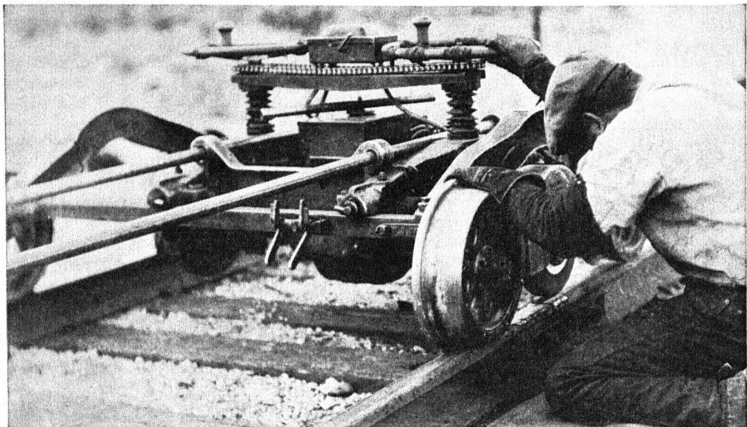
As this "generator car" is too heavy to be removed from the track on the approach of each train it is slid off on a crib-work of timbers. From this car wires or leads extend up or down the track for a distance of one-half mile, thus allowing the welding of all joints for a mile of track, about 300 joints, before it is necessary to re-locate the car.

To an electrician the reason for the use of alter-

melts under the tremendous heat of the arc. This rod, fourteen inches long and $\frac{1}{4}$ inch in diameter, is made of a coated nickel alloy.

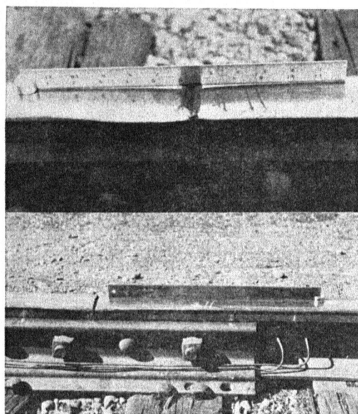
Depending upon the battered condition of the joints, the patch of welding on each rail end is from 6 to 18 inches in length and sometimes as much as $\frac{3}{8}$ inch thick. The expansion space between the rail ends is not closed in with weld so that the result is in no sense a welded joint like those used in street car tracks.

In order to prevent the welding from "mushrooming" endwise, due to the tendency of the metal to "flow" under the rolling action of the



Grinding the Joint Smooth After Welding

wheels, the ends of the rails are chamfered or ground off at a 45 degree angle so that they will not butt against each other as the rails expand in warm weather. The chamfering also avoids the formation of so-called "compression fractures" which result from the cold-rolling of the steel under the pressure of the car wheels.



Before (above) and After (below) "Teleweld" Process of Rail Repairing

Following the completion of the welding or building-up of the joint another little car carrying a two horsepower motor and mechanism for adjusting the emery wheels moves up to the joint which is then ground to line up with the surface of the rail and the job is complete.

Each time a train or track motor car passes it is necessary to remove the transformer and grinder cars from the track. This is an easy task for two men in the case of the grinder but the transformer is very heavy. Where traffic is heavy it is ordinarily set off on the ground and longer "leads" used to carry the high amperage current from the transformer to the arc.

It is anticipated that, once the heavy rail has been lined up and the joints repaired, the cost of track maintenance will be materially reduced.

"Once upon a time," there was an American who toured Germany and developed an obsession for limburger cheese. He decided he must take home with him a goodly supply and, to save money on freight and duties, he had it packed in a large oblong box, and shipped it as a corpse. On the trip he stood by the box lughrbriously.

One of the ship's crew was sympathetic. "A relative?" he asked.

"Yes, my brother," said the traveler.

"Well, friend, there's one thing certain. He's dead, all right."—*Ry. Conductor.*

The Delaware and Hudson Company BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Vol. 10

April 15, 1930

No. 8

Protecting The Milk Supply

WHenever floods, storms, earthquakes or other disasters befall our great metropolitan areas, one of the most serious problems is the protection of the milk supply, so vital to the existence of thousands of infants and small children.

So accustomed is the average city dweller to having the daily milk appear, even more regularly than the sun shines in his window, that it seems incredible that New York City received its first rail shipment as recently as 1842.

In that year advance notice was given of the proposed rail shipment of 240 quarts. This supply, which arrived in blue pyramid churns, was in good condition, the weather being cool, and the demand exceeded the supply. From this modest beginning morning and night milk train service developed.

During the summer months, when the weather was hot, much of the milk soured. Pre-cooling and, later, refrigerator cars were resorted to to overcome this difficulty. Gradually the New York City milk supply zone widened until it now extends for a distance of 500 miles. The metropolitan population consumes three million quarts of milk daily, of which nearly one-sixth originates on Delaware and Hudson lines. In addition, large quantities produced along our lines are shipped to Boston and Albany.

Thus the growth of the milk industry offers a striking parallel to that of Delaware and Hudson anthracite, of which the first "Gotham" bound shipment of 110 tons arrived at its destination in December, 1828, and on February 25, 1829, "there was no coal for sale in the city".

Railroads Helped By Automobiles

IN studying the relationship of the automobile industry to other industries, the railroads appear as one of the most important beneficiaries from the manufacture and use of automobiles, all of which means this great industry and its associated activities are large users of rail transportation and highly interested in the railroad efficiency that has been shown in recent years.

Studies made indicate that carload freight revenues from automotive sources reached \$542,170,000 in 1928. This includes the revenues on carload shipments of motor vehicles, parts, tires, gasoline, oil, lumber, steel and related commodities employed in automobile manufacture and use together with shipments of materials for highway construction.

The importance of this revenue may be measured by comparison with the total amount of railroad dividends paid in 1928, which was \$428,524,000. Thus the automotive carload freight revenues exceeded the amount of railroad dividends by \$113,646,000.

The figures are based on total railroad freight revenue on carload shipments of all classified commodities, as reported by the Interstate Commerce Commission, as follows:

Products of agriculture.....	\$738,276,369
Animals and products.....	242,638,667
Products of mines.....	1,332,679,893
Products of forests.....	363,617,993
Manufactures and miscellaneous..	1,640,485,102

\$4,317,698,024

The \$542,170,000 from automotive sources is 12.6 per cent of the above total.

The motor industry makes a particularly strong showing in the "Manufactures" group where its products account for \$471,574,617 or 28.7 per cent of \$1,640,485,102 total.

Freight charges on gasoline for automobile uses, \$201,617,218, now exceed in amount that paid on shipments of motor vehicles, parts and tires, \$194,111,044.—By J. S. Marvin in *The Atlantic*.

Education raises persons above their surroundings and makes them masters of themselves, rather than merely being creatures of circumstances. It is not enough merely to know how to get a living, it is necessary to know how to live.—Calvin Coolidge.

When Is Arbor Day?

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on a dollar-for-dollar basis, up to a maximum of \$5,000, each year. This is to include the cost of the land and planting of seedlings.

New York State now maintains several nurseries for the growth of seedlings for transplanting at various parts of the state. The Saratoga Springs Nursery is reputed to be the largest in the world at the present time. Seedlings from the nursery are furnished free of charge for planting on public grounds.



White Pine Tree 65 Years Old

Any individual who wants to start a plantation may secure seedlings from the state at cost price. This is \$2 per 1,000; transplants (up to four years old) \$4 per 1,000; and four year old trees at \$5 per 1,000. Full instructions are furnished with each shipment. Anyone desiring to secure seedlings or transplants will be furnished with detailed information as to the species of tree to plant on his particular property, how to plant, etc., by the New York State Conservation Commission, in Albany.

Over 25,000,000 seedlings and transplants were distributed for planting during the year 1929. Of this number approximately 9,000,000 were for state owned lands and 16,000,000 for county, city,

and school district use. At the present time the state owns 58,000 acres of forest preserves and 6,500 acres of reforested land, nearly 2,000 acres of which were reforested last year. About 600 additional acres are used as nurseries.

We, as railroad employees, are continually brought face to face with the problem of forest fires caused by locomotives. Legislation has been passed requiring the use of oil burning locomotives in the Adirondack Region during the dry summer months. Other locomotives are periodically inspected to see that the preventive appliances are properly maintained. In addition to these precautions, fire patrols are regularly maintained in forested regions to follow each train on track motor cars to protect the forests from the fire menace.

In addition to providing protection to existing timberlands, the Company has also taken the initiative in the matter of tree-planting. Starting in 1926, on both the spring and fall inspection trips of the Vice-President and General Manager, it has been the custom to set out about 300 trees on each of the operating divisions in New York State. This geographical limitation is necessary since the trees are supplied free by the Conservation Commission with the understanding that they are to be used on demonstration plots within the state.

Scotch, white, and red pine seedlings are included in the Company's plantings, some of which are located as follows:

Susquehanna Division: North of Port Crane, on west side of the track; Duane, west of station on south side of tracks at a point adjacent to the state road near the overhead bridge; about 1000 trees around the Coopers-town Station; Dye's cut near milepost A-130.

Saratoga Division: South of North Creek on east side of tracks; Gansevoort Hill, south of milepost A-42, west of tracks.

Champlain Division: South of Westport, near milepost A-126; about two miles beyond Dannemora Station.

In order that this problem may be brought to the attention of everyone, the Conservation Commission is doing everything in its power to encourage school children, grown-ups, cities, and counties to look into their own territory and see where reforestation will help. By bringing the matter to the attention of school children on Arbor Day, they are made to realize the importance of reforestation.

Demonstrations are being made at fairs throughout the state. During the fall of 1929 instruction in tree planting was given at the

The Delaware and Hudson Company Bulletin

Albany County Fair, Altamont; Cambridge Valley Fair, Cambridge; and the Schoharie County Fair, Cobleskill. In each instance trees were planted on a one-quarter or one-half acre plot of ground, at intervals of every three feet. This spacing provides quick coverage of the ground. When the trees become crowded they will be thinned and pruned during "Fair time" so that those interested may see the proper method of performing these operations.

It is surprising how many problems can be solved by the planting of trees. In addition to the supplying of future needs for lumber and beautifying the landscape in a deforested area, trees can be made to prevent erosion or the washing away of ground by spring freshets. In the city of Glens Falls, the largest planter of trees in the city group, trees were planted on the rocky head of the water supply dam some years ago. Today the trees are not only so thick that they are impassable, they hide the reservoir from view entirely.

Perhaps some of our readers are faced with the problem of paying taxes on non-productive land. If so, the planting of trees, furnished by the state at a small cost, may solve the problem. Governor Roosevelt has been a steady planter of trees on his Hyde Park estate for the last twenty years. During that time he has planted seedlings at the rate of 8 to 10 thousand annually.

The largest individual planter, however, is T. C. Luther, of White Sulphur Springs, Saratoga County. Mr. Luther has a forest preserve of 8,000 acres. On a portion of that area he has planted over 5,000,000 trees on an average of 1,000 to the acre. He is reputed to be the greatest private planter of trees in the world at the present time.

Glens Falls with 2,317,000 trees is the largest in the city group. The most extensive school planting has been done in the Town of Watson, Lewis County, where 74,000 trees have been set out.

A negro went to court to get a divorce from his wife. When the judge asked on what grounds he was basing his action he answered: "She's too 'stravagant, Judge. Hit's a dollah here an' two dollahs dere, an' five dollahs nuther time, n'I jest can't affo'd it nohow!"

"What does she do with all that money?" asked the judge.

"I dunno, suh; I ain't give her none yit."

Cricket Match Changed Careers

(Continued from page 116)

Mr. WILLIAMS entered Delaware and Hudson employ in 1899 in the Coach Yard at Carbondale as Car Inspector and Repairer, later becoming Foreman. Thirty-two trains originated at Carbondale daily then, and it was difficult to clean the coaches properly in time to send them out on their next run with the old bucket and brush system. Mr. WILLIAMS persuaded the Divisional Car Foreman to let him pipe the coach yard, therefore, so that air could be used. When the piping had been installed the local officials were still pessimistic about the new system, so he ran the cleaner over a man's coat. Although the man protested that the coat was perfectly clean, Mr. WILLIAMS pointed to the glass window in the pipe through which the dust passed. One look was sufficient to sell the new idea to the officials.

At the age of 72, Mr. WILLIAMS leads a very active life for a man of his years. He attributes his splendid health to the fact that he has always found time for some form of daily exercise. He is at home at 100½ Seventh Ave., Carbondale, Pa.

Judge—"The police say that you and your wife had some words."

Prisoner—"I had some, but didn't get a chance to use them."

A Pint of Ink!

A RAILROAD has to haul one ton of freight forty-eight miles to get the money with which to buy one pint of ink, according to an executive in the research department of the National Transportation Institute. To buy a crossie, that expert tells us a ton of freight must be hauled seventy-five miles; a hand lantern, 105 miles; a freight car wheel, 1,287 miles; a monkey wrench, 115 miles; a day's work of a machinist, 534 miles—and so on.

Interesting figures. They give us a better idea of the problems of railroad management, and enable us to see the importance of each penny. Our railroads cannot depend on untried theories. Their success rests on a basis of freight-ton miles and passenger miles. They have nothing else to sell.—*Collier's*.

Clicks from the Rails

Illuminated Ice

Skaters at the Lake Placid Club in the Adirondacks, were thrilled with a new experience this season in skating over ice illuminated from incandescent bulbs frozen in the ice. An 18-foot star, outlined with 150 ten-watt yellow colored bulbs and the initials of the club in four-foot letters of red and green 25-watt bulbs in the center, had been frozen into the huge rink made by flooding the club's tennis courts. The light is reflected through the five inches of ice much the same as through glass and presents a most spectacular appearance. General Electric engineers, who made the installation, declare this to be the first time such a stunt in lighting has ever been done.

A Painful Experiment

Hoyt Houston, a Booneville, Ark., schoolboy, had heard that if one put his tongue to frosted steel it would stick. He didn't know, but was willing to try it. On his way to school he touched his tongue to a steel rail in the railroad yards. The idea worked! He heard an engine coming but managed to attract the attention of rail employees before the engine reached him. The problem then was to get his tongue loose. It was solved by switching an engine to the next track, opposite Hoyt, and turning steam onto the rail and warming it sufficiently to release the boy's tongue.—*Railway Age*.

New Electric Power

Ten new electric locomotives recently left the test tracks of the General Electric Works at Erie, Pa., for Cleveland, where they will be used in the Union Terminal electrification. These locomotives are among the largest in the country. Each is capable of hauling a train of 17 Pullman cars at a speed of 70 miles per hour. Work is progressing rapidly, and it is expected that the Terminal electrification will be completed this year.—*General Electric News*.

Rail Line's First Shipment

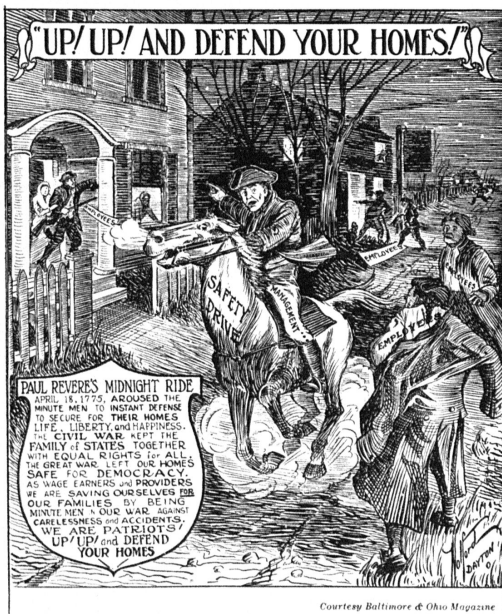
Consigned to England by "Ye Gentlemen Adventurers Trading into Hudson Bay", otherwise the Hudson's Bay Company, the first shipment of wheat to be exported to England via Fort Churchill and the new Hudson Bay Railway, has gone forward. Consisting of one ton of No. 1 hard Manitoba wheat done up in two-pound sacks, the significance of the shipment lies in its historic interest to the company which started trading through Hudson Bay in the year 1670. The bags will be distributed in England as souvenirs of the opening of the historic northern route by railway and steamship. They go forward to Fort Churchill on the first work train to go over a regular ballast track.

Luxurious European Train

Newspapers report that the most luxurious Pullman train in the world has just been put in service to link Paris with the Mediterranean Riviera in fourteen hours. Among the accommodations of this train are a dance floor, cocktail bar, and wireless equipment which brings dance music from Paris and London to the passengers, and broadcasts stock exchange and racing reports.

The carpets roll up, the chairs push against the walls, and the tables close out of the way, disclosing a polished oak floor for dancing. If there is no dance music on the air, the loud speaker is attached to a phonograph and it is possible to dance in every car.

"A Cry of Defiance and Not of Fear"



Courtesy Baltimore & Ohio Magazine

What Counts



IT is not the critic who counts; not the man who points out how the strong man stumbled, or where the doer of deeds could have done better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again, because there is no effort without error and shortcomings; who does actually strive to do the deed; who knows the great enthusiasm, the great devotion, spends himself in a worthy cause; who at the best knows in the end the triumphs of high achievement; and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those timid souls who know neither victory nor defeat.

—Theodore Roosevelt